

SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

EXECUTIVE SUMMARY

Volume I of III



DRAFT FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



2013

FY 2012/13–2017/18 July 2012

Our VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

Our MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

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DRAFT 2013
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(FISCAL YEAR 2012/13-2017/18)

EXECUTIVE SUMMARY

(Volume I of III)

July 2012



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to Caltrans and the federal funding agencies. The 2013 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



TRANSPORTATION CONFORMITY

CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2013 FTIP under the required federal tests.

✓ **Consistency with 2012-2035 RTP/SCS Test**

Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 14 -26 in Section II of this Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

Finding: The TCM project categories listed in the 1994/1997/2003/2007 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

✓ **Inter-agency Consultation and Public Involvement Test**

Finding: The 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation. The Draft 2013 FTIP will be released for a 30-day public review period. In addition, during the public review period, two (2) public hearings will be held on different dates and times at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft 2013 FTIP will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region.

✓ **Financial Constraint Test**

Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling \$32.5 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

Summary of 2013 FTIP by Funding Source

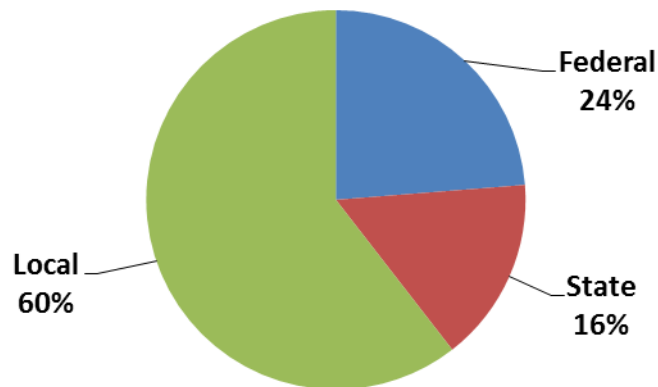


Figure 1
Summary of 2013 FTIP by Funding Source
(in 000's)

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2012/13	\$ 2,010,509	\$ 1,994,712	\$ 4,651,318	\$ 8,656,539
2013/14	\$ 1,129,811	\$ 1,067,283	\$ 3,110,771	\$ 5,307,865
2014/15	\$ 1,029,174	\$ 756,208	\$ 4,074,574	\$ 5,859,956
2015/16	\$ 964,744	\$ 666,869	\$ 4,515,218	\$ 6,146,831
2016/17	\$ 1,715,834	\$ 570,266	\$ 2,445,846	\$ 4,731,946
2017/18	\$ 809,938	\$ 23,373	\$ 989,587	\$ 1,822,898
Total	\$ 7,660,010	\$ 5,078,711	\$ 19,787,314	\$ 32,526,035
% of Total	24%	16%	60%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2013 FTIP).

Summary of 2013 FTIP by Program

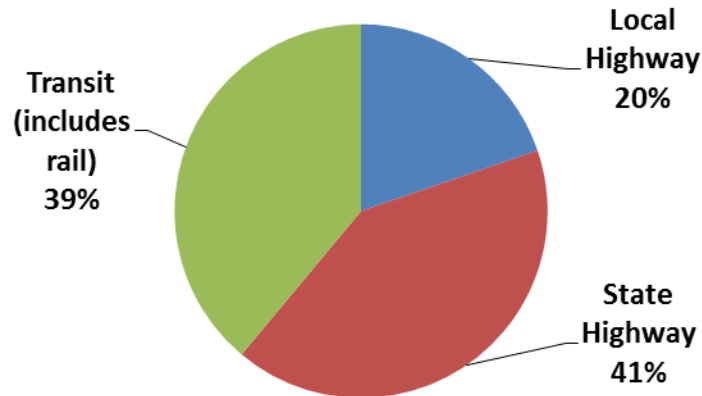


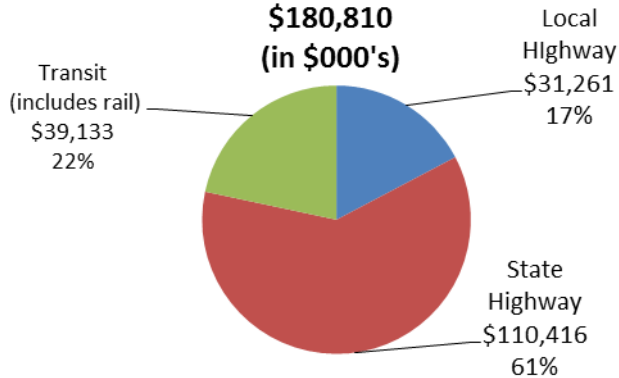
Figure 2
Summary of 2013 FTIP by All Programs
(in 000's)

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2012/13	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
2013/14	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
2014/15	\$ 1,163,812	\$ 2,281,977	\$ 2,414,167	\$ 5,859,956
2015/16	\$ 829,036	\$ 2,982,238	\$ 2,335,557	\$ 6,146,831
2016/17	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
2017/18	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
Total	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$ 32,526,035
% of Total	20%	41%	39%	100%

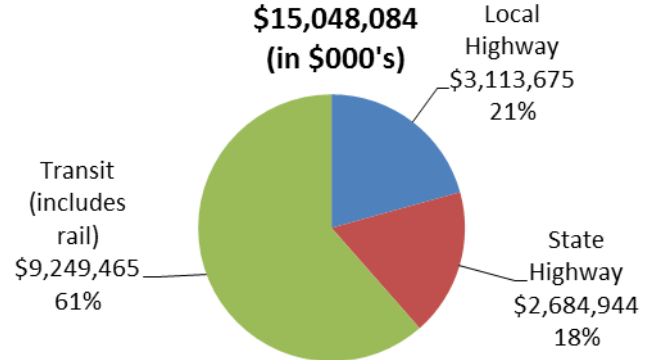
The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

IMPERIAL COUNTY

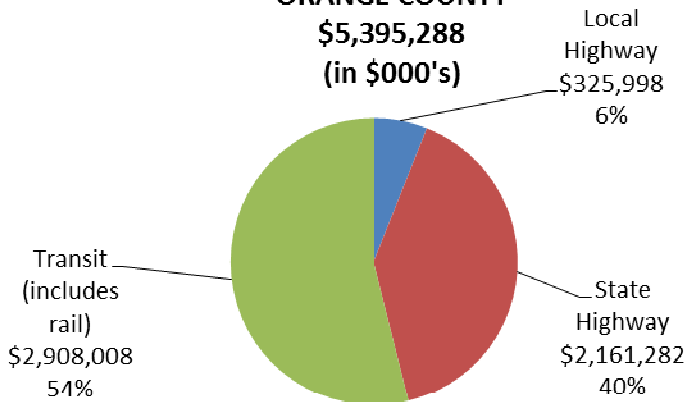
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(in \$000's)

**LOS ANGELES COUNTY**

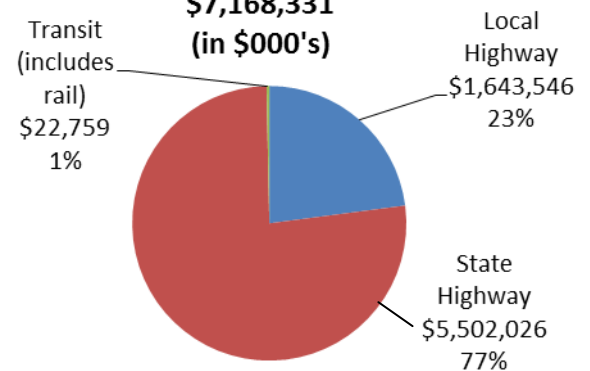
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(in \$000's)

**ORANGE COUNTY**

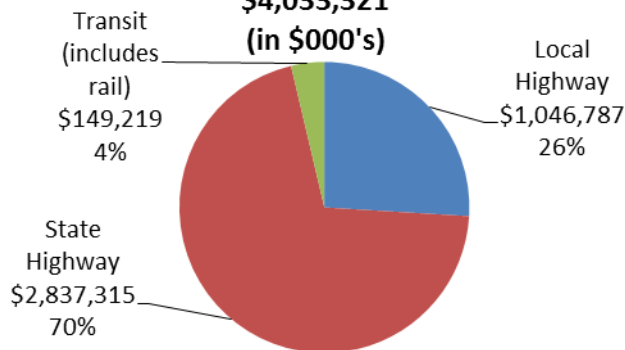
\$5,395,288
(in \$000's)

**RIVERSIDE COUNTY**

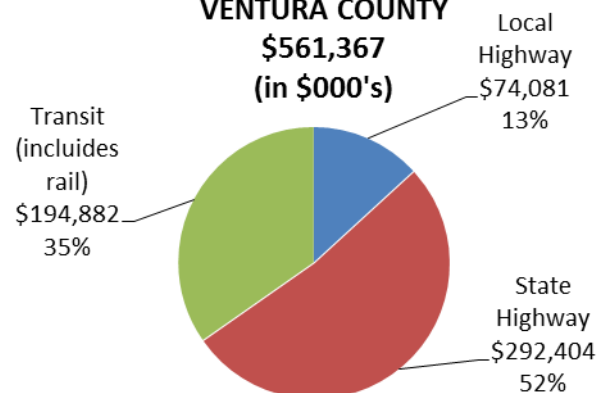
\$7,168,331
(in \$000's)

**SAN BERNARDINO COUNTY**

\$4,033,321
(in \$000's)

**VENTURA COUNTY**

\$561,367
(in \$000's)



Economic Impacts of FTIP Program Expenditures

The FTIP's Investment Plan in terms of Economic Growth and Job Creation

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six- year time period beginning in 2012/2013 and ending in 2017/2018. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. The total employment impact of the FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
SCAG	139,207	82,983	86,389	83,524	60,885	20,936	78,985
Los Angeles County	67,948	42,151	42,239	32,738	26,082	6,310	36,244
Orange County	28,913	19,268	18,080	17,212	12,383	8,652	17,418
San Bernardino County	14,857	10,280	7,495	7,968	12,208	1,592	9,066
Riverside County	24,392	9,362	16,724	24,049	8,258	3,985	14,461
Ventura County	2,563	1,504	1,557	1,259	1,629	304	1,469
Imperial County	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations, and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

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DRAFT FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM//2013



MAIN OFFICE

818 West 7th Street, 12th Floor
Los Angeles, CA 90017
Phone: (213) 236-1800
Fax: (213) 236-1825

IMPERIAL COUNTY REGIONAL OFFICE

1405 North Imperial Avenue, Suite 1
El Centro, CA 92243
Phone: (760) 353-7800
Fax: (760) 353-1877

ORANGE COUNTY REGIONAL OFFICE

OCTA Building
600 South Main Street, 9th Floor
Orange, CA 92863
Phone: (714) 542-3687
Fax: (714) 560-5089

RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805
Riverside, CA 92501
Phone: (951) 784-1513
Fax: (951) 784-3925

SAN BERNARDINO COUNTY REGIONAL OFFICE

Santa Fe Depot
1170 West 3rd Street, Suite 140
San Bernardino, CA 92418
Phone: (909) 806-3556
Fax: (909) 806-3572

VENTURA COUNTY REGIONAL OFFICE

950 County Square Drive, Suite 101
Ventura, CA 93003
Phone: (805) 642-2800
Fax: (805) 642-2260



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